

## **ARTICLE 306**

### **NORTHEAST SECTOR POLICIES**

#### **NORTHEAST SECTOR LOCATION AND EXTENT**

The Northeast Sector lies north of an area bounded on the south by East McNichols, Conner, Edsel Ford Freeway and Alter Road, with Mt. Elliott forming its western boundary. The north boundary, East Eight Mile Road, also forms the southern boundaries for the suburban communities of Warren and East Detroit. On the east, the Northeast Sector boundaries meet those of Harper Woods and all of the Grosse Pointe communities except Grosse Pointe Shores.

Other than the Ford Freeway, which separates the southernmost section from the rest of the Sector, the Sector's notable landmarks are those just outside of it. These are Eastland to its northeast, the City Airport to its southeast, and Chandler Park to its south.

There are six subsectors in the Northeast Sector. They are described in the order as follows: Grant, Mt. Olivet, Burbank, Conner, Denby, and Finney.

#### **NORTHEAST SECTOR PLANNING ISSUES AND FUTURE POTENTIALS**

The Northeast Sector is primarily a residential district comprised predominantly of single-family homes built relatively late in Detroit's development. Sixty percent of the homes were built between 1935 and 1954. There are a few small multiple family units in the area, as well as some industrial uses providing about 6,000 jobs.

The large number of church-supported schools is a unique feature of this Sector, in comparison to the rest of the City. The proportion of school-age children attending private or parochial schools amounts to more than twice that of the City as a whole. There is a need to keep in close touch with changes in this public/non-public school relationship and respond to shifting demand for public school facilities, when required.

The area is generally in sound condition and requires ongoing maintenance, rather than extensive redevelopment. Thus, the major general planning objectives for this Sector are to conserve and reinforce sound development and prevent light from gaining a foothold in any part of the Sector.

❑ **POLICY 306-1: *Northeast Sector General Development***

- Recognize and vigorously promote close cooperation between City agencies and business and community groups as an essential resource in the preservation of housing and neighborhoods.
- Work closely with local citizen groups to deal with community problems in a speedy and efficient manner.

❑ **POLICY 306-2: *Northeast Sector - Land Use***

- Promote the best utilization of, and adequate control methods for, the thoroughfare frontages.
- Establish interim open space uses in cleared areas that are not immediately redevelopable.
- Provide for adequate environmental protection from negative impacts resulting from the operations at Detroit City Airport.

❑ **POLICY 306-3: *Northeast Sector - Residential Development***

- Strengthen sound residential neighborhoods.
- Encourage the closing of residential alleys.
- Encourage self-help and provide housing conservation assistance where needed.

❑ **POLICY 306-4: *Northeast Sector - Commercial Development***

- Reinforce healthy strip commercial development by promoting the availability of business improvement and small business loans at standard interest rates and terms, and insurance at reasonable prices.
- Work closely with local merchants, retailers, business owners, and other respected groups to improve commercial conditions.
- Phase out obsolete strip commercial frontage development.

❑ **POLICY 306-5: *Northeast Sector - Industrial Development***

Support existing healthy industries; allow for industrial expansion as indicated; discourage expansion of abrasive industries; and, provide buffering of adjacent residential areas.

❑ **POLICY 306-6: *Northeast Sector - Transportation System***

- Improve vehicular circulation.
- Improve public transportation opportunities.
- Provide for adequate buffering and protection from negative environmental impacts resulting from the operation and possible expansion of Detroit City Airport.

❑ **POLICY 306-7: *Northeast Sector - Recreation System***

Provide increased recreational opportunities.

❑ **POLICY 306-8: *Northeast Sector - Institutional System***

Improve existing facilities for projected increased public school enrollment.

**GRANT SUBSECTOR BOUNDARIES AND FEATURES**

The Grant Subsector is bounded by Eight Mile Road on the north, the Grand Trunk Western Railroad and Van Dyke on the east, McNichols on the south, and Mt. Elliott on the west.

**SUMMARY OF PLANNING ISSUES, GRANT SUBSECTOR**

Some spot clearance of blighted residential and commercial structures will be needed. Relocation of residents from areas surrounded by industrial uses is desirable, e.g., on Filer.

As long as the housing is viable and in good use, buffer zones between industry and residential should be constructed and maintained wherever possible.

**GRANT SUBSECTOR GOALS**

The area is generally comprised of sound and stable single-family neighborhoods, a strong industrial corridor on the west, several fairly strong commercial strips such as Van Dyke, Seven Mile Road, Eight Mile Road, and the new Bel-Air shopping center. All these elements should be supported and continue to be strong in the future. Possible conflicts between the residential and industrial uses should be handled through buffering and traffic circulation techniques, and any negative impacts resulting from the possible lengthening of runways and consequent expansion of operations at City Airport should be addressed.

**□ POLICY 306-9: *Grant Subsector Policies***

- Continue residential uses in most of the residential areas.
- With the cooperation of community groups, explore the possibility of establishing a neighborhood self-help maintenance improvement program.
- For the purpose of maintaining housing at its current high level, code inspection and enforcement in critical situations should be encouraged along with rehabilitation loans and grants and possible selected spot clearance of those structures that are not economically rehabilitable. This can be accomplished provided that funds from either private or public sources are available. In the interim, encourage residents to continue to maintain and improve their property.
- Provide buffering from adjacent residential by industrial uses.
- Encourage the closing of residential alleys along with the establishment of curb-side garbage pick-up where possible.
- In the two small residential areas abutting the railroad south of 7 Mile Road and north of McNichols, maintain full City services. Encourage owners to maintain and improve their property.
- When opportunities present themselves, encourage the relocation of residents, thereby making the area available for industrial expansion, which is a more appropriate long-term use. Relocation should take place in a thoughtful, fair, equitable manner so that residents are not unduly penalized.

- Continue existing uses on public school and major recreation facility sites. Encourage year-round use of school playgrounds to help serve the recreational needs of the community.
- Continue existing uses on major institutional sites. Explore the possibility of the Evangelical Lutheran Institute for the Deaf's athletic field being shared with the Detroit Department of Recreation to help serve the recreational needs of the community.
- Continue shopping center at East Outer Drive and Sherwood.
- Continue strip commercial uses along Van Dyke and Eight Mile. Encourage owners to continue to maintain and improve their property. Provide buffering from adjacent residential and off-street parking where required by commercial uses.
- Encourage compatible development, including residential, on vacant parcels.
- Maintain sound commercial uses on Seven Mile Road commercial strip. Upgrade area as opportunity arises to a thoroughfare residential-commercial strip; that is, apartment development with supporting neighborhood commercial uses. Encourage thoroughfare residential-commercial strip development on vacant parcels. In the interim, enforce the City's litter ordinance to keep weeds and debris from accumulating on vacant parcels. Provide buffering from adjacent residential and commercial by industrial uses. Alleviate congestion along Seven Mile through strategies that might include parking restrictions and/or widening of selected intersections.
- Continue use of industrial areas as industrial districts. Maintain full City services. Insure adequate buffering between industry and adjoining residential areas.
- Support Bel-Air Shopping Center through the provision of City services, traffic system accommodations, etc.
- For the parcel at Nevada and Sherwood, encourage the development of light industrial uses properly screened and buffered from adjacent residential uses.
- For the site adjacent to Holy Cross Hospital, encourage the development of new residential units on this parcel of land. Development should be in

character with, and at a similar density as, the existing residential development adjacent to this site.

### **MT. OLIVET SUBSECTOR BOUNDARIES AND FEATURES**

The Mt. Olivet Subsector is bounded by Eight Mile Road on the north, Gratiot on the east, McNichols on the south, and Van Dyke and the Grand Trunk and Western Railroad on the west.

### **SUMMARY OF PLANNING ISSUES, MT. OLIVET SUBSECTOR**

Some spot clearance of blighted residential and commercial structures will be needed. Additional outdoor recreation facilities should be provided when the opportunities arise.

### **MT. OLIVET SUBSECTOR GOALS**

This subsector should continue to feature sound residential areas with strengthened commercial strips and a revitalized Gratiot-Seven Mile Road shopping district. The emphasis should be on conservation of the current housing stock with programs being used to assist older persons, who make up a relatively high percentage of head of households, in maintaining their homes.

#### **□ POLICY 306-10: *Mt. Olivet Subsector Policies***

- Continue residential uses in all existing residential areas.
- With the cooperation of community groups, explore the possibility of establishing a neighborhood self-help maintenance improvement program.
- For the purpose of maintaining housing at its current high level, code inspection and enforcement in critical situations should be encouraged along with rehabilitation loans and grants, and possible selected spot clearance of those structures that are not economically rehabilitable. This can be accomplished provided that funds from either private or public sources are available. In the interim, encourage residents to continue to maintain and improve their property.
- Encourage the closing of residential alleys along with the establishment of curb-side pick-up, where possible.

- Explore the possibility of instituting parking restrictions on residential streets adjacent to the Seven Mile-Gratiot shopping district in order to minimize negative effects on residents. Adequate amounts of parking within the Seven Mile-Gratiot district will need to be available.
- Continue existing uses on public school and recreation facility sites. Encourage year-round use of school playgrounds to help serve the recreational needs of the community.
- Continue existing uses on major institution sites. Continue strip commercial uses on Eight Mile Road and on Gratiot.
- Encourage owners to continue to maintain and improve their property.
- Provide buffering from adjacent residential and off-street parking where required by commercial uses.
- Encourage compatible development, including residential, on vacant parcels.
- Maintain sound commercial uses on McNichols and Seven Mile Road.
- Upgrade areas as opportunities arise to thoroughfare residential-commercial strips; that is, apartment development with supporting neighborhood commercial uses.
- Encourage thoroughfare residential-commercial strip development on vacant parcels. In the interim, enforce City's litter ordinance to keep weeds and debris from accumulating on vacant lots.
- Explore the possibility of providing more off-street parking in order to alleviate congestion.
- Support efforts to develop an enhanced shopping district in the Gratiot-Seven Mile Road area.
- Encourage owners to continue to maintain and improve their property. Continue publicly funded improvements, including landscaping, building rehabilitation, and parking lot improvements.
- Discourage the establishment of additional fast-food operations and auto-related uses.

- Continue use of industrial areas as industrial districts. Maintain full City services.
- Insure adequate buffering between industry and adjoining residential areas.

### **BURBANK SUBSECTOR BOUNDARIES AND FEATURES**

The boundaries of the Burbank Sector are Eight Mile Road on the north, Kelly on the east, Houston-Whittier on the south, and Gratiot on the west. To its northeast is the Eastland Shopping Center.

### **SUMMARY OF PLANNING ISSUES, BURBANK SUBSECTOR**

Some spot clearance of blighted residential and commercial structures will be needed. Obsolete strip commercial structures along Gratiot should be cleared.

### **BURBANK SUBSECTOR GOALS**

The Burbank Subsector should continue to contain sound, stable residential areas through the use of housing conservation techniques. The strong commercial strips on Gratiot, Eight Mile Road, and Seven Mile Road should remain so. The Gratiot-Seven Mile Road shopping district should be revitalized and the issues relating to the Houston-Whittier/Kelley/Hayes commercial area should be addressed resulting in a resurgence of that area.

#### **❑ POLICY 306-11: *Burbank Subsector policies***

- Continue the existing residential development.
- With the cooperation of the community groups, explore the possibility of establishing a neighborhood self-help maintenance improvement program.
- For the purpose of maintaining this housing at its current high level code inspection and enforcement in critical situations should be encouraged along with rehabilitation loans and grants and possible selected spot clearance of those structures that are not economically rehabilitable. This can be accomplished provided that funds from either private or public sources are available. In the interim, encourage residents to continue to maintain and improve their property.



- Encourage the closing of residential alleys along with the establishment of curb-side garbage pick-up, where possible.
- Explore the possibility of instituting parking restrictions on residential streets immediately west of Kelly in order to minimize negative effects from commercial activities on the east side of Kelly Road.
- Continue existing uses on public school and recreation facility sites. Encourage year-round use of school playgrounds to help serve the recreational needs of the community.
- Continue existing uses on major institutional sites.
- Continue strip commercial uses on portions of Seven Mile Road, Eight Mile Road, Moross, and Gratiot. Encourage owners to continue to maintain and improve their property. Provide buffering from adjacent residential where required. Encourage compatible development on vacant parcels.
- Support efforts to develop an enhanced shopping district in the Gratiot-Seven Mile Road area. Encourage owners to continue to maintain and improve their property. Continue publicly funded improvements, including landscaping, building rehabilitation, and parking lot improvements. Discourage the establishment of additional fast-food operations and auto-related uses.
- Continue shopping district use in the Kelly Road/Houston-Whittier/Hayes area. Encourage owners to continue to maintain and improve their structures.
- Alleviate congestion at Kelly Road/Houston-Whittier/Hayes intersections through strategies that might include turning lanes, parking restrictions, and/or widening of the intersections.

### **CONNER SUBSECTOR BOUNDARIES AND FEATURES**

The Conner Subsector is bounded by McNichols and Houston-Whittier to the north, Hayes to the east, the Ford Freeway to the south, and Conner to the west. To its west is the Detroit City Airport, and on its south across the Ford Freeway is Chandler Park.

**SUMMARY OF PLANNING ISSUES, CONNER SUBSECTOR**

The Conner Subsector is different enough so that programs and policies recommended in the other subsectors may not be appropriate here. While there are economic difficulties in the subsector at the present time, there are also many strengths. This subsector is very stable with respect to population change and has many young families with children. It is upon these strengths that the future of the subsector will be planned.

Spot clearance of blighted and non-rehabilitable residential and commercial structures, including obsolete strip commercial buildings along McNichols, will be required. The Harper frontage must be studied for the best long-range future use. When opportunities occur, additional outdoor recreation facilities should be provided.

**CONNER SUBSECTOR GOALS**

This subsector, though containing many sound residential areas, shows signs of some deterioration of its housing stock in some areas. Declines in housing conditions should be arrested and reversed with rehabilitation and nuisance abatement programs being stressed. Gratiot should remain the most important commercial strip, while the McNichols and Conner commercial strips, which are less strong, should take on more of the character of Chalmers, a mixture of low-rise apartment buildings and neighborhood commercial. The Harper commercial strip should be more actively redirected toward thoroughfare residential commercial or, on the south side, light industrial.

**❑ POLICY 306-12: *Conner Subsector policies***

- In most residential areas, continue the residential land use.
- With the cooperation of community groups, explore the possibility of establishing a neighborhood self-help maintenance improvement program.
- In order to upgrade residential development in this subsector, code inspection and enforcement in critical situations should be encouraged, along with rehabilitation loans and grants and possible selected spot clearance of those structures that are not uneconomically rehabilitable. This can be accomplished provided that funds from either private or public sources are available. In the interim, encourage residents to continue to maintain and improve their property.

- A close working relationship with law enforcement agencies must be established in order to end possible arson in the area near McNichols and Gratiot.
- Encourage the closing of residential alleys along with the establishment of curb-side garbage pick-up, where possible.
- Explore the possibility of instituting parking restrictions on residential streets adjacent to the Gratiot Avenue business frontage in order to minimize negative effects on residents.
- In the residential area just east of Conner between E. Outer Drive and Harper, within funding limits, explore the possibility of establishing a conservation project along with rehabilitation loans and grants and a code enforcement program. It should be recognized that substantial spot clearance of those structures that are not economically rehabilitable will be necessary in this area.
- Enforce the City's litter ordinance and encourage residents to maintain and improve their property.
- Encourage the closing of residential alleys along with the establishment of curbside garbage pick-up, where possible.
- Continue existing uses on public school sites. Encourage year-round use of school playgrounds to help serve the recreational needs of the community.
- Continue existing uses on major institution sites.
- Explore the possibility of St. Juliana's playground being shared with the Detroit Department of Recreation to help serve the recreational needs of the community.
- Continue general strip commercial uses on Gratiot and on Conner. Encourage owners to maintain and improve their property. Provide buffering from adjacent residential and off-street parking where required by commercial uses. Encourage new uses to reoccupy vacant structures. Encourage compatible development, including residential, on vacant parcels. In the interim, enforce the City's litter ordinance to keep weeds and debris from accumulating on vacant lots.

- Chalmers is a good example of the proper development of a thoroughfare residential/commercial district. Continued development and maintenance of these uses should be encouraged. Additional general commercial uses should be discouraged; however, existing uses should be allowed to remain, and maintenance and improvements to these uses should be encouraged. Encourage compatible uses in vacant structures that are acceptable to both the business community and residents.
- Maintain sound commercial uses along McNichols. Upgrade area as opportunity arises to a thoroughfare residential-commercial strip, that is, apartment development with supporting neighborhood commercial uses. Encourage thoroughfare residential-commercial strip development on vacant parcels. Explore the possibility of providing more off-street parking in order to alleviate congestion.
- A detailed study should be initiated to determine the best long-term use of Harper. Possible uses that should be studied include continued use of Harper as a general commercial strip, and/or upgrading the area to a thoroughfare residential-commercial strip, that is, apartment development with supporting neighborhood commercial uses. Light industrial uses should not be overlooked, especially between Harper and the freeway since it is more isolated. The study should address the possibility of locating small neighborhood shopping centers on the vacant parcels located between Harper and the freeway. Facade and architectural treatment recommendations pertaining to existing sound commercial uses should be included in this study.
- While the study is in progress, maintain sound uses. Encourage owners to maintain and improve their property. Upgrade area as opportunity arises to uses compatible with the results of the proposed study. In the interim, enforce the City's litter ordinance to keep weeds and debris from accumulating on vacant lots.

### **DENBY SUBSECTOR BOUNDARIES AND FEATURES**

The Denby Subsector is bounded to the north and the east by Kelly Road and the City limits, to the west by Hayes, and on the south by the Ford Freeway.

**SUMMARY OF PLANNING ISSUES, DENBY SUBSECTOR**

The Denby Subsector had a 1980 population of 21,158, compared to its 1970 population of 25,045, a population loss of 13 percent during this period. This is very close to the Northeast Sector decline of 12 percent.

There are relatively fewer children in the Denby Subsector than in any other subsector in the Northeast Sector.

Moreover, the Denby Subsector has the highest proportion of senior citizen heads of household than any other subsector in the City. Thirty-three percent of the households in Denby have a head at least 65 years of age, compared to 28 and 21 percent for the Northeast Sector and the City as a whole, respectively.

Data on social characteristics and economic conditions in the Denby Subsector indicate that it is about the best of the subsectors in the Northeast Sector, and thus is substantially better off than in the City as a whole.

**DENBY SUBSECTOR GOALS**

The residential areas within the Denby Subsector should continue to be generally sound and stable. These areas should be the focus of housing conservation programs to aid senior owners to maintain their property at their current level. The Morang/Cadieux and Whittier thoroughfare residential commercial strips should continue to be strong while maintaining their neighborhood character.

**❑ POLICY 306-13: *Denby Subsector Policies***

- In all residential areas, as needed and within funding limits, explore the possibility of establishing a neighborhood self-help maintenance improvement program.
- For the purpose of maintaining this housing at its current high level, code inspection and enforcement in critical situations should be encouraged along with rehabilitation loans and grants and possible selected spot clearance of those structures that are not economically rehabilitable. This can be accomplished provided that funds from either private or public sources are available. In the interim, encourage residents to continue to maintain and improve their property.

- Encourage the closing of residential alleys along with the establishment of curb-side garbage pick-up, where possible.
- Continue existing uses of public school and major recreation facility sites. Encourage year-round use of school playgrounds to help serve recreational needs of the community.
- Continue existing uses on major institution sites.
- Along Kelly, continue commercial use. Encourage owners to continue to maintain and improve their structures.
- Alleviate congestion at Kelly Road/Houston-Whittier intersection through strategies that might include turning lanes, parking restrictions, and/or a widening of the intersection.
- Along Harper, maintain sound general commercial uses. Upgrade area as opportunity arises. Encourage compatible development on vacant lots. In the interim, enforce the City's litter ordinance to keep weeds and debris from accumulating on vacant lots.
- Morang/Cadieux and Whittier are excellent examples of the proper development of thoroughfare residential-commercial districts. Continued development and maintenance of these uses should be encouraged. Additional general commercial uses should be discouraged; however, existing uses should be allowed to remain and maintenance and improvements to these uses encouraged. Explore the possibility of providing more off-street parking in order to alleviate congestion.

### **FINNEY SUBSECTOR BOUNDARIES AND FEATURES**

The Finney Subsector is bounded by the City limits to the east and south, by the Ford Freeway to the north, and by Alter to the west.

### **SUMMARY OF PLANNING ISSUES, FINNEY SUBSECTOR**

The Finney Subsector, like the Northeast Sector as a whole, is more stable and economically better off than other portions of the City. Also, both areas have a high proportion of senior citizens and, correspondingly, a lower proportion of families with children than the remainder of the City. There will be a need for spot clearance of blighted residential and commercial structures in this subsector.

**FINNEY SUBSECTOR GOALS**

Varying types of housing strategies should be used in order to continue the strong residential areas covering a large part of the subsector; improve the housing stock in areas which are showing some signs of deterioration, and revitalize more seriously declined areas through a combination of activities, including spot clearance. Mack between Alter and Outer Drive along with Warren should continue to service the area as neighborhood commercial strips, while Mack east of Outer Drive along with Harper should remain general commercial strips with adequate buffering between them and nearby residential areas.

**□ POLICY 306-14: *Finney Subsector Policies***

- Continue existing residential development.
- With the cooperation of community groups, explore the possibility of establishing a neighborhood self-help maintenance improvement program.
- For the purpose of maintaining housing at its current high level, code inspection and enforcement in critical situations should be encouraged along with rehabilitation loans and grants and possible selected spot clearance of those structures that are not economically rehabilitable. This can be accomplished provided that funds from either private or public sources are available. In the interim, encourage residents to continue to maintain and improve their property.
- Explore the possibility of preserving examples of immigrant housing in order that future generations will be able to see examples of that period of City development.
- Provide buffering between residential and adjoining commercial uses where required.
- Establish and enforce parking restrictions where needed to prevent the utilization of residential streets for employees and/or customer parking.
- Encourage the closing of residential alleys along with the establishment of curb-side garbage pick-up, where possible.

- In residential area bounded by Mack, Alter, Warren, and Barham, within funding limits, explore the possibility of establishing a conservation project along with rehabilitation loans and grants and a code enforcement program. It should be recognized that substantial spot clearance of those structures that are not economically rehabilitable will be necessary in this area.
- Enforce the City's litter ordinance and encourage residents to maintain and improve their property.
- Encourage the closing of residential alleys along with the establishment of curb-side garbage pick-up, where possible.
- Continue existing uses on public school and major recreation facility sites. Encourage year-round use of school playgrounds to help serve the recreational needs of the community.
- Continue existing uses on major institution sites.
- Continue strip commercial uses on Harper and on Mack east of Outer Drive. Encourage owners to continue to maintain and improve their structures. Encourage compatible development on vacant lots. In the interim, enforce the City's litter ordinance to keep weeds and debris from accumulating on vacant lots. Encourage compatible uses in vacant structures that are acceptable to both the business community and residents. Provide buffering from adjacent residential and off-street parking where required by the commercial uses.
- Continue neighborhood commercial uses on Warren and Mack east of Alter. Encourage owners to continue to maintain and improve their structures. Encourage compatible development on vacant lots. If opportunities arise, provide off-street parking for commercial uses. However, in no cases shall viable commercial structures and/or houses be cleared to provide parking.
- Enforce parking ordinances and review metered time limits to provide more curb parking. Support activities of the business associations.